

Montana and the Sky

Vol. 33, No. 1

MONTANA AERONAUTICS DIVISION

January, 1982

Big Sky Granted International Route

On December 31, 1981, the Canadian Transport Committee awarded Big Sky Airlines temporary authority to serve the Calgary, Alberta-Great Falls, Montana route. The award will enable Big Sky to operate scheduled air service between Calgary and Great Falls through June 30, 1982. Before June 30, the Committee is expected to act on Big Sky's application for authority in the market.

Terry D. Marshall, President and Chief Executive Officer of Big Sky, stated, "This authority will enable Big Sky to effectively tie together the energy regions of Alberta, Montana, Wyoming and North Dakota."

"This network will provide travelers with excellent same day round trip service between Calgary, Billings and Great Falls," Marshall added.

Big Sky will announce soon the date it will inaugurate service on its first international route.

Helena Tower New Hours

The Helena Tower has changed its hours and now operates from 7 a.m. to 8 p.m. This change was made effective January 3, 1982.

Aviation Mechanics Refresher Seminar

The Aeronautics Division will hold its Aviation Mechanics Refresher Seminar in Helena on February 16-17-18, 1982.

Flyers and application forms have been mailed to FAA licensed airframe and/or powerplant mechanics and inspectors. However, if you did not receive the information, contact your local FBO, who has been furnished applications.

Both Montana FAA Flight Standards District Offices will be represented at the seminar and will accept your attendance in lieu of having another special meeting for IA certificate renewals.

Jack Wilson Retires



Safety & Education Bureau Chief Jack Wilson retires. (more on pages 4 and 5)

Board Recommends Approval of Requests

At its December board meeting, the Aeronautics Board recommended approval of the following requests:

Polson Airport—\$1,000 preliminary engineering grant and \$40,000 airport development loan for airport improvements. Improvements include extension and resurfacing of runway, expansion and resurfacing of parking ramp, and extension of runway lighting system.

Ronan Airport—Airport beacon to replace present defective beacon.

Chinook Airport—Airport beacon to replace existing DCB-24 beacon.

Bert Mooney-Silverbow County Airport—\$40,000 airport development loan for addition to terminal building to provide baggage handling facility.

Gardiner Airport—Radio controller for runway lights.

Administrator's Column

★ ★ ★ ★ ★

I am happy to welcome Fred Hasskamp to the Aeronautics Division staff. Fred is the new Aviation Safety and Education Supervisor, the position recently vacated by Evelyn Sedivy. He has an extensive educational background as well as considerable mountain flying experience. We are looking forward to working with Fred. (See page 3 for more on Fred.)

★ ★ ★ ★ ★

The Aeronautics Division Chief of the Safety and Education Bureau, Jack Wilson, has retired effective December 31, 1981. Jack has served with the Aeronautics Division for 18 years and contributed significantly towards aviation safety. Good luck, Jack. (See pages 4 and 5 for more on Jack's retirement party.)

★ ★ ★ ★ ★

The Aeronautics Division has been very involved in searching for downed aircraft during the first part of January. I hope this is not an indication of what may be facing us for the rest of the year.

I would like to urge pilots to thoroughly study the weather and avoid flying in severe conditions that are so common this time of year. And, very important, be sure to file flight plans.

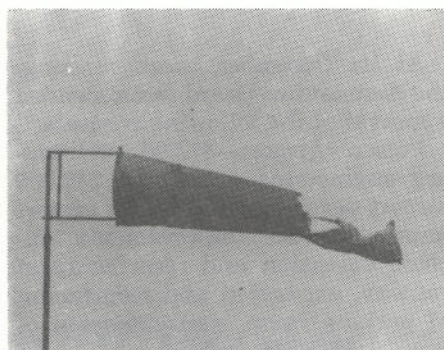
I would like to thank all of the volunteer pilots who have so willingly given of their time and aircraft to participate in our search and rescue efforts. Without you, we couldn't accomplish this monumental task.

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Windsocks and Airport Aids

Flying around the state this time of year sure makes it obvious how difficult it is to find a faded windsock on a snow-covered field. The bottom side may still be orange, but the top may be nearly white.

Check yours, and if a new one is needed, we handle 18", 24" and 36" opening diameter orange windsocks. We also carry spare parts for runway lighting systems, beacons, and many types of bulbs.



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Creative Press

Calendar

January 28 to 30 — Montana Aviation Trades Association Convention, Holiday Inn West, Billings.

February 16 to 18 — Aviation Mechanics Refresher Course, Helena.

March 13 to 15 — Montana Aeronautics Flight Instructor Refresher Course by AOPA, Billings.

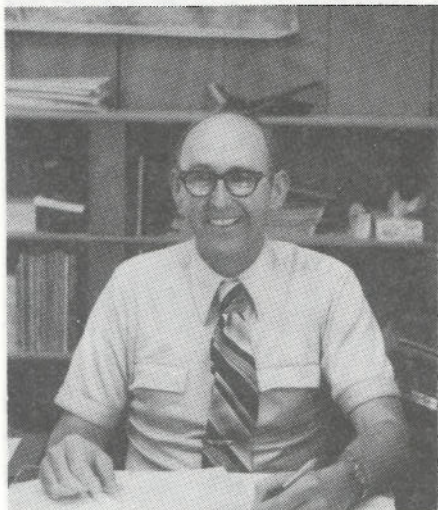
July 4 — Air Show, Laurel. Sponsored by Laurel JCs and Billings Broadcasters.

July 4 to 6 — Montana Pilots Association Convention, Cut Bank.

July 23 to 25 — Schafer Meadows Fly-In.

October 8 and 9 — Montana Flying Farmers Convention, Sheraton Inn, Great Falls.

Welcome Fred!



The Aeronautics Division is proud to introduce its newest staff member, Fred Hasskamp. Fred is the Aviation Safety and Education Supervisor, the position previously held by Evelyn Sedivy.

Fred graduated from the University of Montana with a degree in Education and has been employed in public education for more than 20 years. He has been the librarian and audio visual coordinator at Hamilton High School for over six years. He has also been employed at Hamilton Aviation, where he instructed and flew charter. He also flew for the Forest Service Air Patrol.

Fred holds a commercial (single engine and multi engine), instrument, flight instructor (airplane single engine land), and ground instructor (advanced and instrument) ratings and has been flying for more than 10 years.

Fred's wife, Jan, and sons, Jim (14) and Jeff (12) will join him in Helena after the completion of the school year.

Welcome to the Aeronautics staff, Fred.

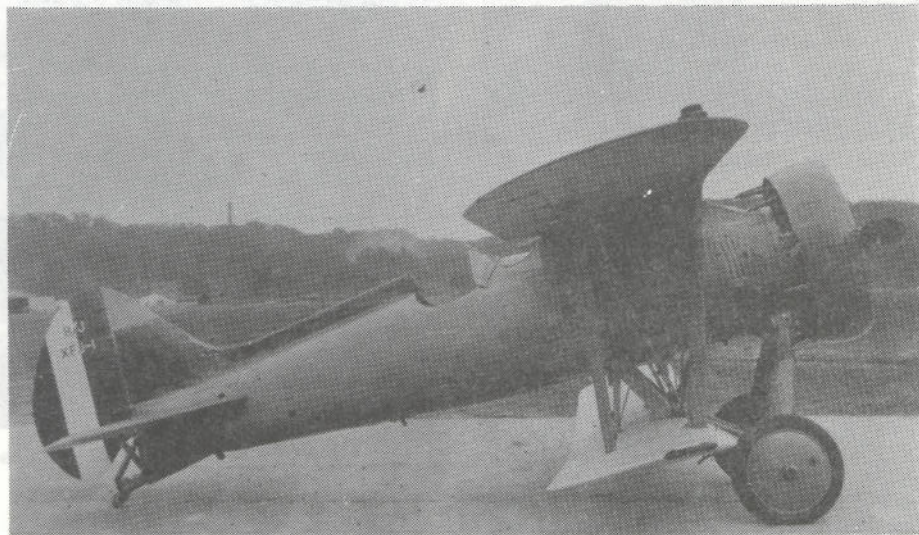
Antique Aircraft Identified

Jim Houdashelt, Bozeman; Ray W. Sibra, Big Sandy; and Ray A. Curtis, Sr., Billings, all correctly identified last month's antique aircraft as a Boeing P26A.

Jim states that some of these aircraft were on Wheeler Field, Pearl Harbor, December 7, 1941, with the 18th Pursuit Group.

Ray reports that the Boeing P26A first flew in 1932 and was of all metal construction, powered by a 600 hp Pratt & Whitney Wasp nine cylinder radial. Boeing built 136 P26As for the US Army Air Corps.

How about identifying this month's aircraft?



Can you identify this aircraft?

Aeronautics Christmas



Jack receives "\$8,000 bolt" from Aeronautics Administrator Mike Ferguson.

Last month the Aeronautics Division and Board held their Christmas party at Frontier Town in Helena. In conjunction with the party, many of Jack Wilson's friends were in attendance to help him celebrate his retirement as Chief of the Safety and Education Bureau. Approximately 50 persons attended the festivities.

Jennette Patenaude, wife of the late A. J. "Pat" Patenaude, also was present and received a plaque honoring her husband's memory. Pat served on the Aeronautics Board for six years prior to his death on July 31, 1981.

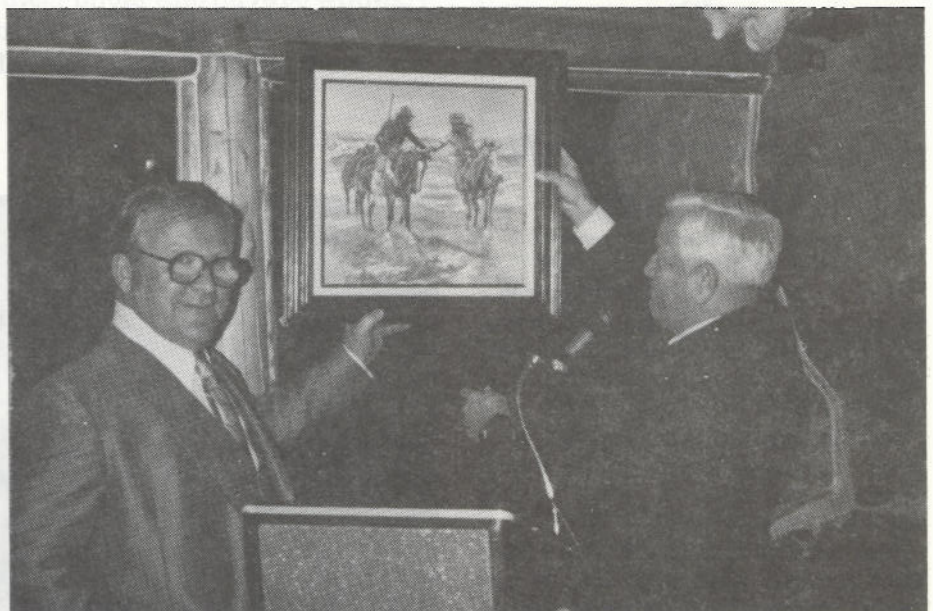
Several persons participated in a roast by offering stories of their experiences with Jack over the past several years. Aeronautics Division



Elizabeth (Bitty) Morrison Herrin and Sig Ugrin visit.



Jack with friends, PeeWee Weber and Becky Jones, who provided a special song for Jack.



Board Chairman Herb Sammons presents Jack Wilson with Charles M. Russell print.

and Retirement Party

Administrator Mike Ferguson presented Jack with an "\$8,000 bolt," which Mike had mounted on velvet and framed. Mike explained that as a result of this nose gear drag link bolt breaking in Jack's airplane, approximately \$8,000 worth of damage occurred to the airplane when the nose gear folded forward. After this "landing," Jack's airplane required a new prop, nose gear and wheel, retracting mechanism, and cowling — hence, the \$8,000 value of the bolt.

Jack was also presented with an appreciation plaque and Charles M. Russell print in recognition of his 18 years of service with the Aeronautics Division.

We'll miss you, Jack!



Left to right: Board Vice Chairman Richard "Buck" O'Brien, Jennette Patenaude, and Board Chairman Herb Sammons.



Jeff Morrison shares story about Jack.



Phyllis Sammons gives Jack a goodbye hug.



Luke Rimby, Lewistown, dressed up for the occasion and surprised his friend, Jack.

Winter Hints



By: Ron Dent
Yellowstone Airport Manager

The State of Montana is firmly in the grips of Old Man Winter. This means cold weather, icy runways and low ceilings. Tempting the fates in these conditions require special techniques of we intrepid airmen (airpersons?) and our flying machines. In spite of the millions of words written on the subject of winter flying, a few more can't hurt if they get us thinking about the special problems and techniques inherent to the season.

During the flight planning stage, it is important to call ahead to our intended destination to obtain firsthand the runway condition. Many of our smaller airports are low on the priority list for the county road crews. It is also a good practice to obtain local winds and ground visibility. Final approach is a disconcerting time to find that even though the airport is reporting CAVU conditions, the first one foot of elevation is obscured by blowing snow, hiding finger drifts, snow berms, etc.

Pilots should also encourage their local airports to install aids to depth perception. One inexpensive and excellent method is to obtain used Christmas trees and stick them in a row outside the runway lights.

Winter flying places special demands on our aircraft. Make sure that wheel fairings are removed from

the landing gear as they are excellent collectors of slush and snow and can cause a wheel freeze-up at the worst possible moment. Make sure that the defroster is working properly. On a short final to a short runway is no time to be scraping ice from the windscreen.

Preheating the engine before startup is usually necessary in winter and mandatory below 20°F, and don't forget to preheat the cabin in very cold temps. Gyro instruments will have a short life-span if spun up repeatedly in cold temps. At very cold temperatures (0°F or below) these instruments may indicate incorrectly or not at all if not preheated.

Check your survival kit (extra food, winter clothing, matches, first aid kit, signaling equipment, etc.) and familiarize yourself with the cold temperature operating section in your aircraft owner's manual.

Most pilots have developed their own winter operating techniques, but here are a few of my own.

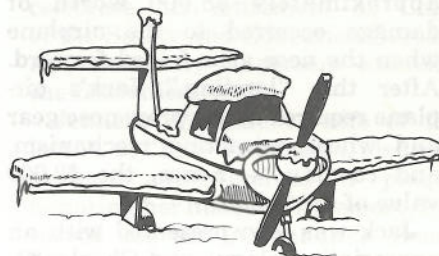
When taxiing, avoid slush if at all possible. If your plane is not equipped with a T-tail, maintain backpressure on the yoke to lift and protect the nose gear when taxiing through lumps and berms invariably remaining on even the most carefully plowed airports. Ice covered taxiways and runup areas will require extreme caution during runup checks. More than one pilot, intent on the RPM gauge during mag and prop checks, has found himself in a snowbank with the brakes locked.

Use the soft field take-off technique for your aircraft if the runway is snow covered. Loose snow can increase the takeoff distance substantially. For short runways, pick a go-no-go point and if not airborne by that point, abort and wait patiently for the snowplows.

Landing on icy or snow-covered runways also requires special techniques. Use a power-on, nose-high approach configuration. This will protect the nose gear in the event of a sudden deceleration and allow for a slower landing speed. Grease-on landings are fine for impressing your passengers, but if one brake is frozen, there could be unpleasant consequences. A modified aircraft carrier

landing (good firm touchdown) may draw hoots of derision concerning your flying ability from less knowledgeable lookers-on, but the jolt may brake the wheels loose before a skid can develop.

If none of these techniques work for you, perhaps replacing those wheels with a nice set of skis . . . ?



Attention Ultralights

The Federal Aviation Administration recognizes the accelerated growth of the ultralight/hang glider industry and its increasing activity. The FAA Regional Office has asked its field offices to inaugurate a plan for the purpose of promoting aviation safety for these vehicles.

Mick Wilson, the Accident Prevention Specialist for the FAA in Montana, is requesting all manufacturers, dealers, distributors, clubs, organizations, and owners to contact him or your local GADO/FSDO office so they can provide useful information on FARs, safe operating procedures, and periodicals to you through newsletters. Mr. Wilson would like to become familiar with ultralight/hang glider operations by visiting dealers, manufacturers, operational sites, or by any other means available.

Please call or write: Flight Standards District Office (FSDO-61), Room 216, Administration Building, Billings Logan International Airport, Billings, MT 59105. Phone: (406) 245-6179.

Navigational Aids



By Jerry Burrows
Aviation Representative

GLASGOW — A new solid state 100 watt H-marker (NDB) transmitter was put on line December 3, 1981. It operates on the same frequency and identifier—339 KHz, MKR—as the old facility. A new three pole antenna system, counterpoise system, electrical wiring, etc., were used in this cooperative effort with the Glasgow Airport Commission, under the leadership of Jim Hines.

A large thanks is given Jim and the Airport Commission for coordinating all the facets of this undertaking.

During the next several weeks, all "bugs" will be worked out by our technician, John Sisson. Glasgow has an instrument approach using the NDB.

By mid-1982, the FAA hopes to have transcribed weather available utilizing the NDB. We are looking forward to being able to share in providing this service to the north-east Montana pilots.

SHELBY — A new 50 watt solid state transmitter has been installed to replace the older 25 watt tube type transmitter. The counterpoise system, antenna, etc., were refurbished to give this IFR station greater coverage. Technician John Devine will have the new equipment "on the air" as soon as he gets a few days of good weather to properly align and calibrate the equipment, probably before you read this.

BIG TIMBER — Bill Ferguson has a new hangar/office complex. The unicom is a new operation in the new building on 122.8 MHz.

UNICOMS — New unicom will be installed at Fairfield and Jackson in the near future. Sidney, Wolf Point, and Havre have updated their unicom to the new COMCO Model 727. We hope to have another five new sets out in the field this summer. If your airport is interested, please let us know.

Runway light radio controllers are available under our Airport Services Program. We have received the equipment and hope to have four installed soon. Contact us if interested. A letter from your airport board or commission is the best way to gets things going.

CONGRATULATIONS!

FAA Certificates Issued Recently to Pilots

PRIVATE

Lloyd, Harvey W., Kalispell
Velk, Shirley F., Havre
Bersuch, Clinton J., Lewistown
Becker, Donald C., Lewistown
Bastrom, Larry L., Hardin
Phipps, Ray S., Busby
Rokita, Rusty R., Hardin
Hand, Randall D. Billings
Schoeninger, Phyllis A.,
Yellowstone Park
Poloson, Grace B., Polson
Froines, Christopher W., Ronan
Poulson, Donald R., Billings
Powers, James E., Williston,
North Dakota
Roberts, Mark K., Mercer Island,
Washington
Olson, Roger B., Dillon
McPherson, Ted G., Colstrip
Sanner, Johnny W., Gillette,
Wyoming
Stallings, Kevin R., Hardin
Velin, Ronald B., Billings
Slivka, Lester M., Winifred

INSTRUCTOR

Mecklenburg, Gregory, Bozeman
(Renew)
Holding, Steven K., Billings
(Renew)
Craig, Robert R., Bozeman (Renew)
Buchanan, Ben, East Helena
Taylor, Guy D., Sundance,
Wyoming (Add MEL)
Muri, Randall P., Miles City
Bucholz, James, Colstrip
Matovich, Harold P., Livingston
(Add MEL)
Balock, Debra K., Melstone

COMMERCIAL

Lima, Jose Haroldo Fiuza,
Bozeman
Lens, Peter J., Calgary, Alberta
(CAS & MEL)
Burnham, David P., Whitefish
(CAS & MEL)
Justesen, Robert G., Belgrade
(Add MEL)
White, Joe G., Billings (Add MEL)
Carner, Gary L., Livingston
(Add MEL)
Stewart, Ralph E., Billings
Jenkins, Nancy E., Buffalo,
Wyoming (Add MEL)

INSTRUMENT

Waples, Marvin R., East Helena
(IRH)
Mayer, Larry A., Billings
Stewart, Ralph E., Billings
Sukin, Robert H., Billings
Balock, Debra K., Melstone
(Added to Commercial Pilot
& Flight Instructor)
Williams, Bobby L., Billings
Lear' Charles E., Missoula
Stroh, Sharel H., Havre

ATP

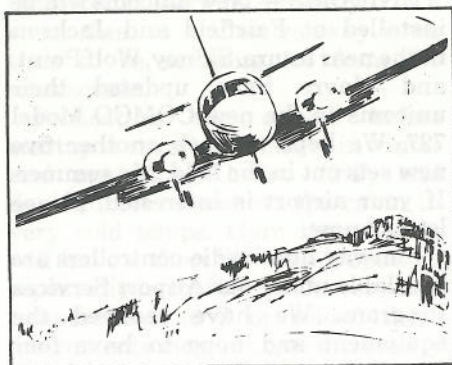
Wilson, Herbert F., Billings



Flight Instructor Refresher Clinic

The Aeronautics Division annual Flight Instructor Refresher Clinic (FIRC), to be conducted with the Aircraft Owners and Pilots Association (AOPA), will be held in Billings on March 13-14-15, 1982. A "Pinch Hitter Course" will also be offered, and each FIRC participant will be eligible for free registration of one person in this course.

Flyers and applications have been mailed, but if you have not received one and are a flight instructor and a registered Montana pilot, contact your local FBO for this material.



Pilot Aids

Montana Aeronautics Chart	\$2.00
Montana Airport Directory	\$2.00
Annual Subscription to Montana and the Sky	\$2.00

2,500 copies of this public document were published at an estimated cost of \$.18 per copy, for a total cost of \$447.17, which included \$230.00 for printing and \$217.17 for distribution.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE— "To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



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Have a Happy and Prosperous New Year!